

Recognition of this historic event is an opportunity for all Americans to realize the achievements of the Framers of the Constitution and the rights, privileges, and responsibilities it affords.

Again, I commend the Jane Douglas Chapter of the National Society, Daughters of the American Revolution, for its genuine effort in urging all our citizens to reflect during Constitution Week on the many benefits of our Federal Constitution and American citizenship.

TRIBUTE TO CHICAGO RIDGE
MAYOR, EUGENE L. SIEGEL

HON. WILLIAM O. LIPINSKI

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 19, 1995

Mr. LIPINSKI. Mr. Speaker, I rise today to pay tribute to Mr. Eugene L. Siegel, an outstanding public leader and resident of the third Congressional District in Illinois. Gene Siegel has dedicated 20 years of public service to the community of Chicago Ridge.

Mr. Siegel began his political career in 1963 when he was appointed as the deputy coroner for the Cook County Coroner's Office. After serving in that position for 8 years, Gene accepted another appointment as the assistant chief to the Cook County Sheriff's Office. In 1987, he accepted yet another appointment as administrative assistant to the State Treasurer's Office. Mayor Siegel was also a member of the Cook County Criminal Justice Commission for 6 years; one of two mayors in all of Cook County serving in that capacity. He is also a past associate of the Crisis Center for South Suburbia.

In 1975, Gene was elected as part-time mayor of Chicago Ridge to fill an unexpired term. He was re-elected in 1977, 1981, 1985, 1989, and in 1993, was elected as a full-time mayor. At the present time, Mayor Siegel is serving as vice-chairman of the Southwest Council of Mayors, and is the legislative chairman for the Southwest Conference of Local Government. Also, he is serving as vice-president and a member of the board of directors for the Illinois Municipal League. He is a member of the Midway Airport Task Force and a member of the Cook County advisory board on community development block grant applications.

So far, during his tenure as mayor, Mayor Siegel has accomplished a tremendous amount on behalf of the residents of Chicago Ridge. Gene created a solvent tax base by instrumenting the development of the Chicago Ridge Mall in 1981, and the Commons of Chicago Ridge in 1988. These developments allow his administration to hold the line on property owner's taxes and still permit such village improvements as the improvement of Ridgeland Avenue to establish commercial land use and the installation of an adequate water system with a two-million-gallon reservoir and a pumping station. The mayor has worked diligently to make Chicago Ridge a beautiful and safe place to live and raise a family. Under his administration, countless streets have been paved with storm sewers, curbs, gutters, and modern street lighting and traffic signals have been installed at hazardous intersections. Presently, the mayor is working on development projects that include

the Industrial Park, a 130 acre parcel of property, and the Chicago Ridge Commons TIF Extension.

Mayor Siegel is a dedicated public servant who has worked to build a genuine community feeling in Chicago Ridge. Throughout his 20 years as mayor, Gene has maintained an open door policy for all his constituents and employees. Also, he and his wife have been residents of Chicago Ridge for 39 years.

I ask my colleagues to join the residents of Chicago Ridge and myself in expressing our gratitude to Mayor Siegel for his many years of devotion to public service. I look forward to working with Mayor Siegel for many more years to come.

THE QUEEN MARY: FROM MAJESTIC
PASSENGER LINER TO GAL-
LANT TROOPSHIP OF THE SEC-
OND WORLD WAR

HON. STEPHEN HORN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, July 19, 1995

Mr. HORN. Mr. Speaker, as the our Nation honors those whose sacrifices and dedication brought an end to the Second World War, we must also include the *Queen Mary*. Just as devoted as those who carried rifles in combat or wore riveters' masks on the home front, the *Queen Mary* sailed above and beyond the call of duty with her wartime assignment. Her combat troopship uniform of camouflage gray paint may have temporarily hidden her normally glamorous fittings, but she—because those who toiled above and below her decks—had a heart and soul that showed through that dull exterior and served as a beacon of hope and inspiration in those dark days.

It is a privilege to join with those who are honoring the *Queen Mary* for her wartime service. I have included a detailed history of her wartime activities in the CONGRESSIONAL RECORD so that generations to come may know of her contributions in the fight to preserve freedom. May she continue to serve an inspiration to us all.

THE QUEEN MARY: FROM MAJESTIC PAS-
SENGER LINER TO GALLANT TROOPSHIP OF
THE SECOND WORLD WAR

THE LAUNCHING OF THE QUEEN MARY

In May of 1930, Britain's Cunard Steamship Company awarded John Brown and Company of Clydebank, Scotland, the task of constructing what was being hailed as the "ultimate ship." Less than a year later, production was stopped due to Cunard's financial hardships. With the help of the British Government and some creative financing, John Brown and Company was able to continue production on the Cunard ship, and the Royal Mail Steamer, christened the *Queen Mary*, was launched at Clydebank on September 26, 1934.

It would be another 18 months before she would make her first transatlantic voyage. During that period workers labored night and day to install engines, fittings and the furnishings that would ensure the *Queen Mary's* reign as the world's ultimate passenger liner. When the ship set out on her maiden voyage from Southampton on May 27, 1936, she was a floating resort boasting five dining areas and lounges, two cocktail bars and swimming pools, a grand ballroom, a squash court and a small, but well equipped hospital. She carried some of the

world's most rich and famous passengers, from the Duke and Duchess of Windsor to many of Hollywood's screen idols. She was considered by the elite as the only civilized way to travel.

THE TRANSFORMATION INTO TROOPSHIP

When she docked in New York Harbor in September of 1939, the civilian passengers she carried would be her last for years to come. With the outbreak of the Second World War, the *Queen Mary* was called up for duty.

To transform her into a troopship, she was stripped of her signature Cunard red, black and white and slapped with a coat of camouflage gray. Placed in storage, along the Hudson River, were her finer amenities including several miles of plush carpeting, expensive art deco furnishings, and more than 200 cases of crystal, china and silverware. The luxuries were replaced by an underwater sound detection system, a single four-inch gun, a mine sweeping protective system, and a degaussing girdle meant to neutralize magnetic mines. More than 2,000 stateroom doors were removed in order to install tiers of wooden bunks and rows of canvas hammocks. Once posh shops and boutiques were now the site of military offices.

Future refits would include the installation of several thousand standing room bunks to the ship's Promenade Deck, first-class swimming pool, and ladies' drawing room. Additional toilet facilities would be added as well as storage areas to house the several hundred tons of food and water that would be consumed by the many troops. Enhancements to the armament and the anti-aircraft defenses. Included a 40mm cannon, a 24 single-barrel 20mm cannon, six three-inch high/low angle guns and four sets of two-inch rocket launchers.

Any trace of elegance, except her graceful silhouette, had vanished.

THE GRAY GHOST ERA

The *Queen Mary* was the largest and fastest troopship to sail, capable of transporting as many as 16,000 troops at a speed of 30 knots. Even Adolf Hitler couldn't stop her, despite his offer of \$250,000 and the Iron Cross to any U-Boat captain that could sink her. During the war, The Grey Ghost would encounter several close calls with the enemy, however, she would always manage to outwit the combined military intelligence of Germany, Italy and Japan.

After the United States entered the war near the end of 1941, the *Queen Mary*—now fondly referred to as The Grey Ghost—began transporting American troops. On August 1, she successfully carried a record number of 16,000 troops and crew across the Atlantic, but her second trip of similar proportions would not be so fortunate. On September 27, 1941, The Grey Ghost left New York Harbor bound for the United Kingdom. Five days later she was nearing Scotland when the bridge watch sighted the British cruiser H.M.S. Curacao, a 4,200-ton veteran of the First World War. It was now being used as an anti-aircraft escort ship. The Grey Ghost's Senior First Officer became increasingly concerned about the Curacao's proximity and ordered that the *Queen Mary* turn slightly away from the approaching ship. In a split second, the massive troopship sliced the smaller vessel in half. The Grey Ghost was ordered not to stop for any reason and she carried on despite the disaster. She sustained sizable damage to her stem, while the Curacao sank rapidly. Of the 439 aboard the Curacao, only 101 men survived.

In June of 1943, The Grey Ghost began her duty as a GI shuttle, making transatlantic crossings on a schedule that resembled her pre-war party days. The six day GI "shuttle" had thousands of men passing time playing